







EXCLUSIVE FEATURES

Austin Two-Speed Axle
and
Double Cantilever Springs

SPECIAL FEATURES

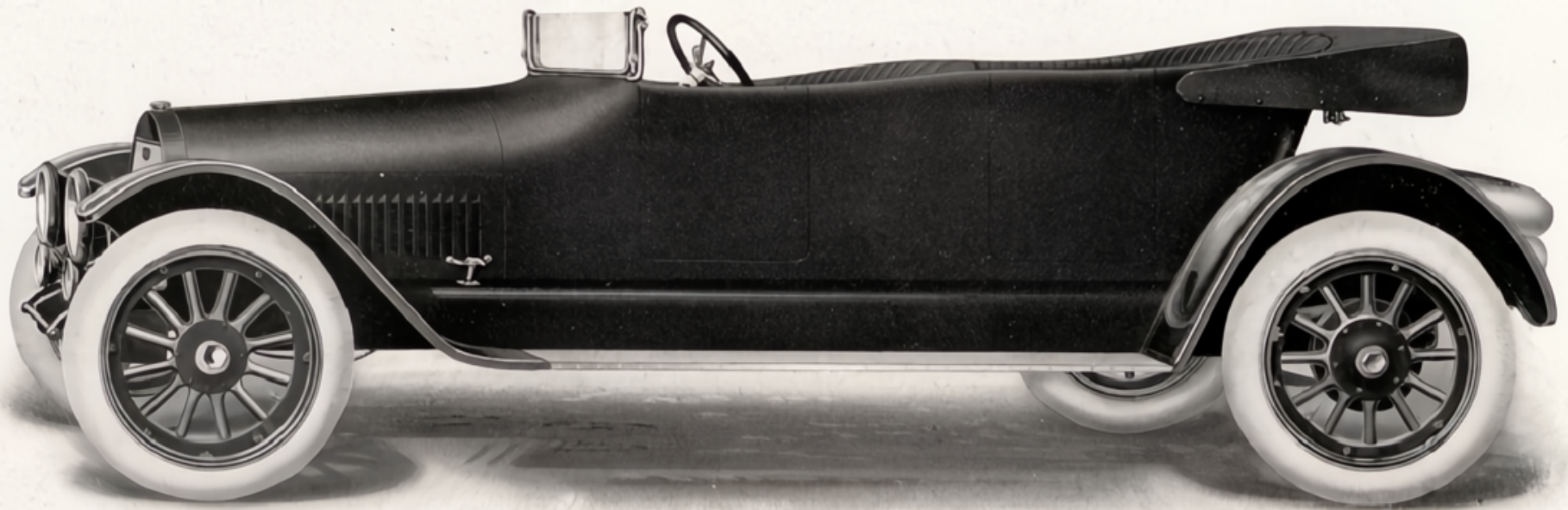
12 Cylinder Motor
(Overhead Valves)

142 in. Wheelbase 3800 lbs. Road Weight

GUARANTEED

to out-perform any other car in a general test for Power,
Speed, Flexibility and Easy Riding

AUSTIN AUTOMOBILE CO.
GRAND RAPIDS, MICHIGAN, U. S. A.

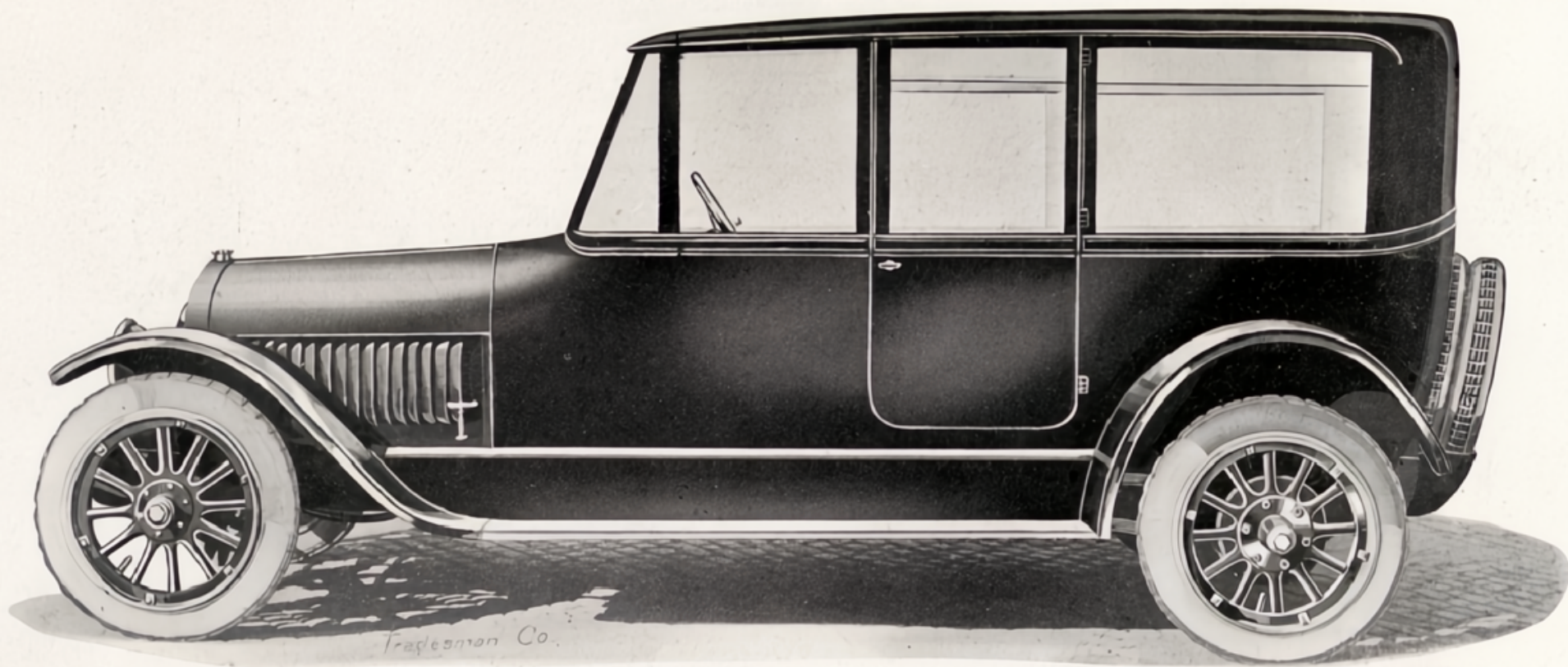


Close-Coupled Two Seated Six Passenger Touring Car . . . \$3750

Each seat being amply wide for three people



Four Passenger Roadster \$3750
With folding rear seat (closed)



Seven Passenger Sedan \$4950



Seven Passenger Limousine \$5250

THE HIGHWAY KING

is built exclusively to please the enthusiastic motorist who will appreciate and enjoy a car that will absolutely out-perform all others, in a general all-around test, for power, speed, hill climbing, flexibility, ease of control and easy riding qualities.

These superior qualities can only be obtained by our exclusive and distinctive features.

Common construction can only give common results. Superior results can only be obtained by a distinctive difference in construction.

Any car having only one gear ratio on the direct drive can not possibly excel for both speed and crowded traffic or hill climbing, as the gear ratio which is better for one is correspondingly worse for the other.

It is obvious that a low gear ratio which would be desirable for hills and crowded traffic would have altogether too much noise, vibration and excessive fuel consumption on good roads at normal speeds and would utterly eliminate the exhilaration and personal satisfaction that can be obtained by driving at high speeds under suitable conditions.

Again, any car with one direct drive, having a gear ratio high enough to give the maximum pleasure and economy for the high speeds and normal touring conditions can not be handled with any degree of ease or satisfaction on hills and in crowded traffic.

The above conditions are well known by experienced drivers and acknowledged by all automobile engineers, many of whom have endeavored to partially meet these conditions by

the use of a four speed gear box, which does not give the results desired, on account of the disagreeable noise and loss of power necessitated by driving through two extra sets of gears.

Most automobile manufacturers furnish optional gear ratios in their endeavor to partially meet these conditions. All companies use higher gear ratios in speed contests and lower gear ratios for hill climbing contests, all of which proves conclusively the great desirability and satisfaction which can be obtained by having a two speed axle with direct drive gear ratios suitable for all conditions, instantly available.

This two speed axle also adds most materially to the ease of operation and control for bad roads and crowded traffic, because we can have a much lower gear ratio for these conditions than would be generally desirable if we did not have the additional higher gear ratio for normal and higher speeds.

The majority of cars today, having a modern high speed motor, use gear ratios of approximately $4\frac{1}{2}$ to 1. It is obvious that with a $5\frac{1}{4}$ to 1 gear ratio we will have a very much greater ease of operation and control for crowded traffic and unequaled hill climbing ability, whereas with our $3\frac{3}{4}$ to 1 gear ratio we can obtain the normal and higher speeds with very much less noise, vibration and material economy in fuel consumption.

Now in regard to easy riding qualities, you will first note that we have an exceptionally long wheelbase of 142 inches, with practically all the weight and all the passengers well forward of the rear axle. In addition to this we have the exclusive feature of our **DOUBLE CANTILEVER SPRING** construction. The simplicity and strength of this construction is additional evidence of its desirability.

It is quite obvious that suspending the weight by four soft flexible springs, instead of

two stiff, heavy springs, will give a much smoother, easier riding car, with the additional safety of having two separate springs on each side, either one of which would carry the car, by careful driving, in case the other should become broken. It is also apparent that this spring construction eliminates all side sway.

This spring construction, together with the long wheelbase (142 inches) with the center of gravity so far forward of the rear axle, gives us a much easier and safer car to drive at high speeds. We claim, in fact, that this car is safer and easier to handle at a speed 25% higher than any other touring car.

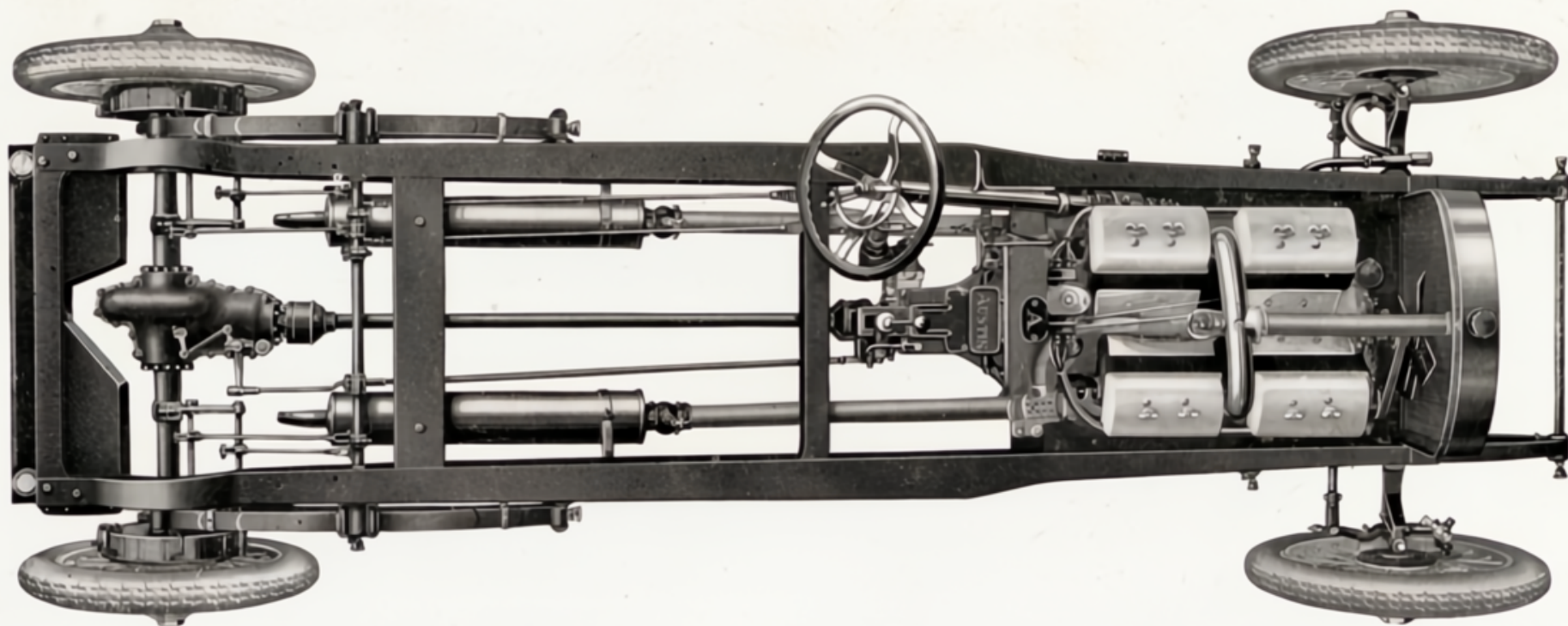
Our twelve cylinder motor, with the valve in the head construction, with a $2\frac{7}{8}$ -inch bore and a 5-inch stroke, is equal or superior in both power and speed to any other motor now on the market. The road weight of our six-passenger car, 3,800 pounds, with road equipment and

one extra tire, is from six to twelve hundred pounds less than any other high grade car having anywhere near the same power and wheelbase.

We have cited the advantages of our Two Speed Axle, Double Cantilever Springs, Long Wheelbase and Twelve Cylinder Motor simply to show you the most conclusive reasons why "THE AUSTIN HIGHWAY KING" should give you much greater safety, pleasure, comfort and general satisfaction than any other car.

All vehicles manufactured by this Company will carry the Standard Warranty as approved and adopted by The National Automobile Chamber of Commerce, Inc.

Our Engineer will be pleased to give personal attention to any request for more information in regard to our cars and the superior merits of our exclusive and distinctive features.



Two-Speed Axle

Double Cantilever Springs

Twelve Cylinder Motor

SPECIFICATIONS

MOTOR—TWELVE CYLINDER, Valve in head. $2\frac{7}{8}$ inch Bore and 5 inch Stroke. Piston Displacement, 390 inches. S. A. E. rating 39.6 H. P.

REAR AXLE—AUSTIN (*Patented*) TWO-SPEED AXLE, giving two direct drives $3\frac{3}{4}$ to 1 and $5\frac{1}{4}$ to 1. Spiral Bevel Gears.

(Note)—This Two-Speed Axle in combination with our three-speed transmission gives six speeds forward and two reverse.

REAR SPRINGS—AUSTIN (Patent applied for) DOUBLE CANTILEVER SPRINGS. This Double Cantilever Spring Construction entirely eliminates all side-sway and actually gives smoother, softer and easier riding qualities than can be obtained in any other way.

CONTROL—The first movement of the clutch pedal disengages the clutch and also takes up the slack of the regular brake, which is fully engaged by a further movement of this same pedal.

THE EMERGENCY BRAKE is controlled by the right foot pedal and can be locked at any point by pressing a small button on the floor. This enables the driver in a sudden emergency to disengage the clutch and immediately apply both the brakes and at the same time keep both hands on the wheel, a most important safety-first factor.

WHEELBASE—142 inches.

TIRES—Silvertown Cord, 34 x 4 $\frac{1}{2}$.

BODIES—Our Touring and Roadster bodies have a very low, racy appearance, with a minimum wind resistance at high speeds. The new Four Passenger Roadster has a folding rear seat, which seats two people comfortably, ample leg room being provided by dropping the floor 6 inches. Our Sedan and Limousine bodies are very luxurious and can be used satisfactorily for all year round driving.

(Note)—We can furnish any other type or style of body that may be desired and will be pleased to quote lowest possible prices for such special or additional equipment.

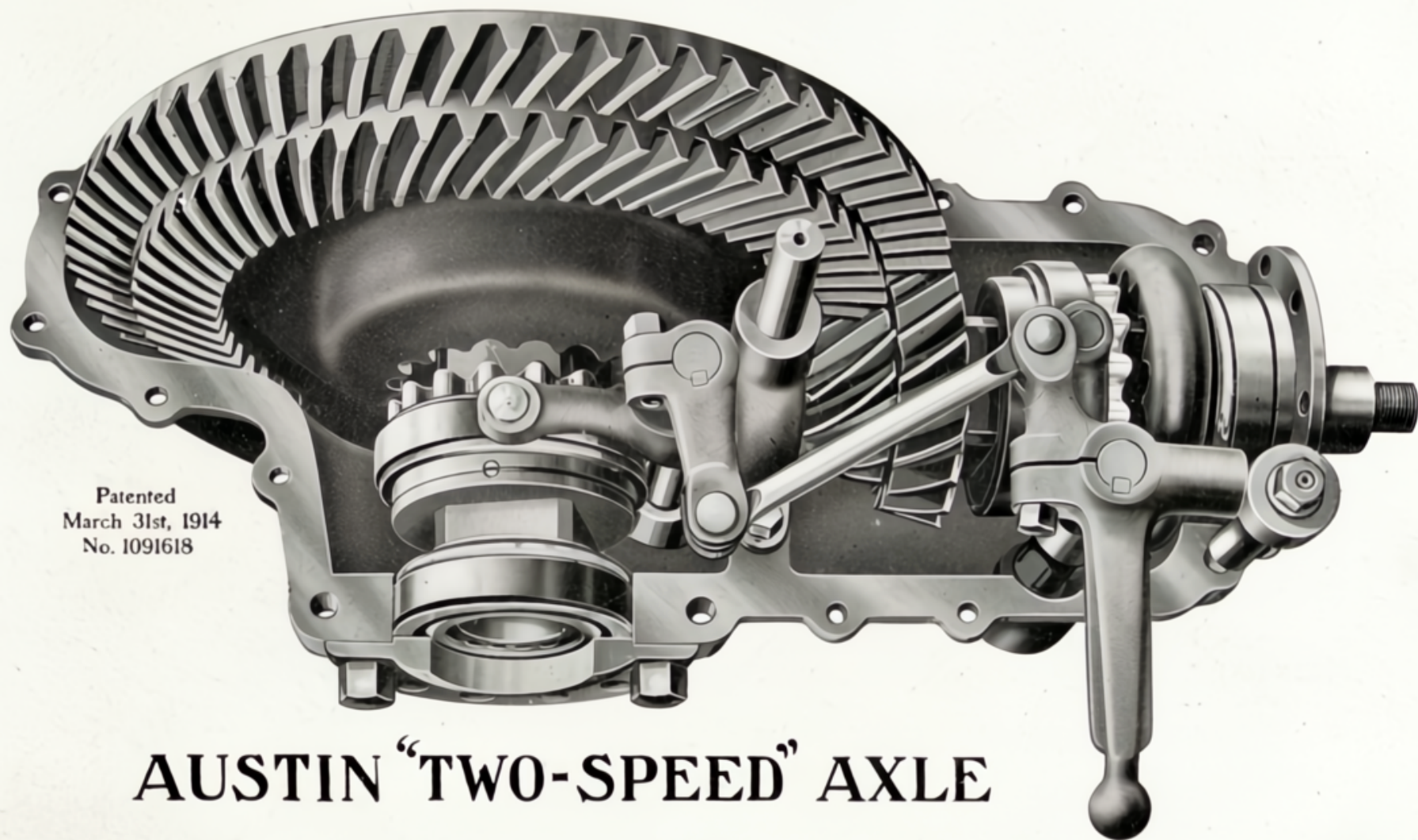
FRAME—Heavy channel section type, with arch construction over rear axle. Depth of channel, 6 inches. Narrowed in front, permitting short turning radius.

DELCO—STARTING, LIGHTING AND IGNITION SYSTEMS.

GASOLINE TANK WITH GAUGE—Located in rear. Capacity, twenty gallons. Stewart Vacuum Feed to Carburetor.

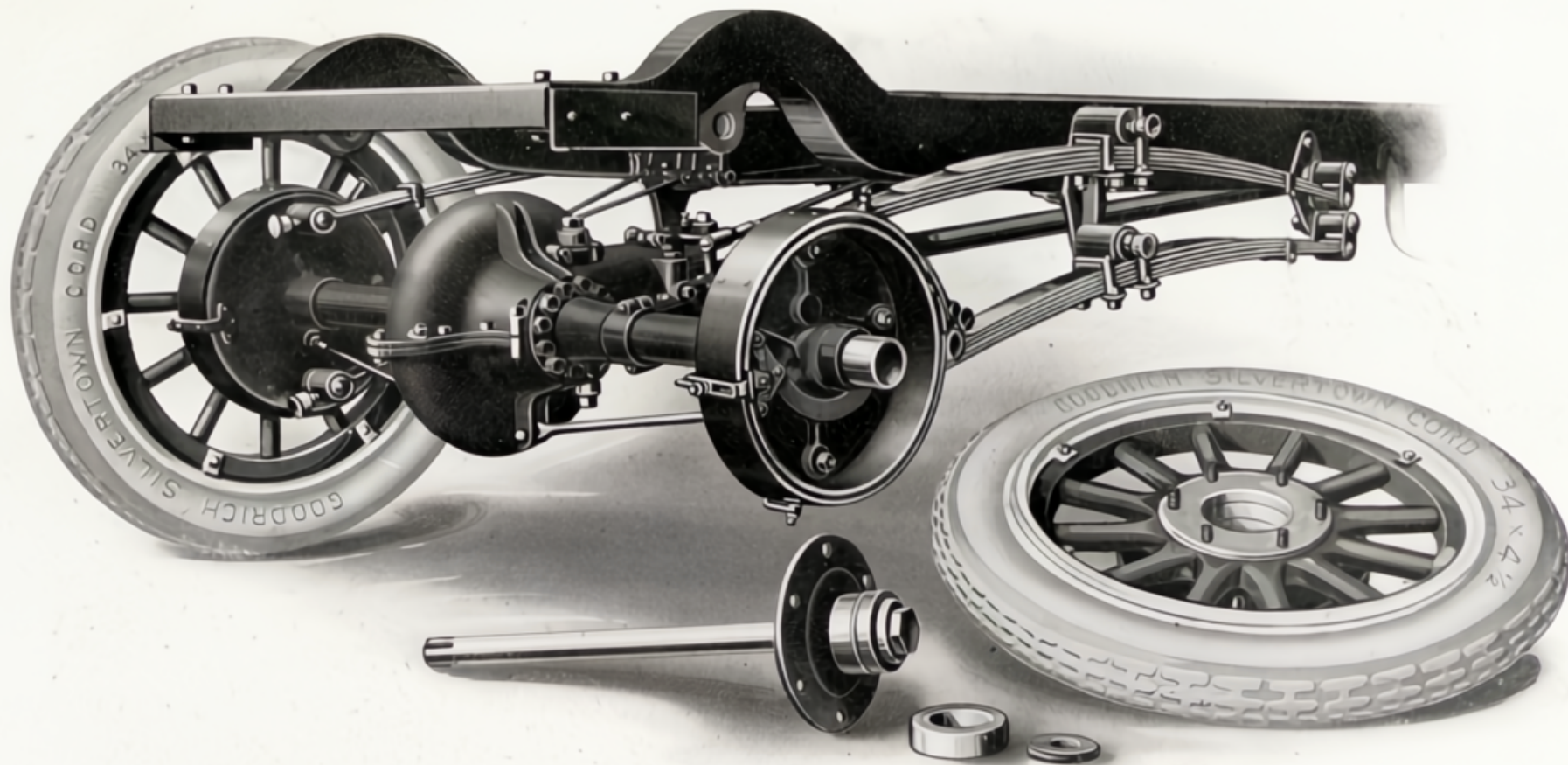
EQUIPMENT—One-man top, jiffy side curtains, double acting wind shield; Firestone demountable rims with two extras, Warner Speedometer, Electric Clock, Electric Horn, Complete Tool Equipment in two separate kits—one handy kit in front door pocket, larger one with tools seldom used kept under seat. Combination Dash lamp and extension trouble lamp.

Demountable Wire Wheels will be furnished at \$100 extra.



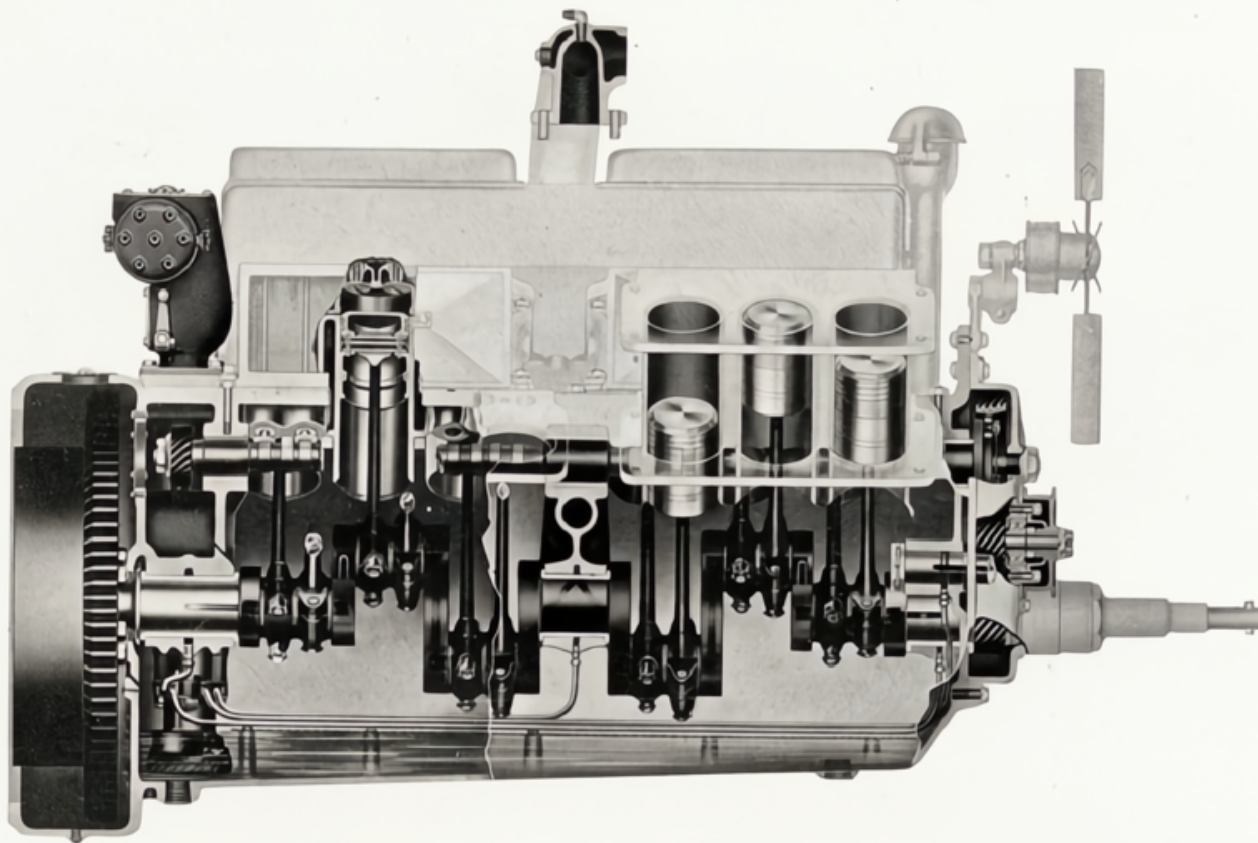
Patented
March 31st, 1914
No. 1091618

AUSTIN "TWO-SPEED" AXLE

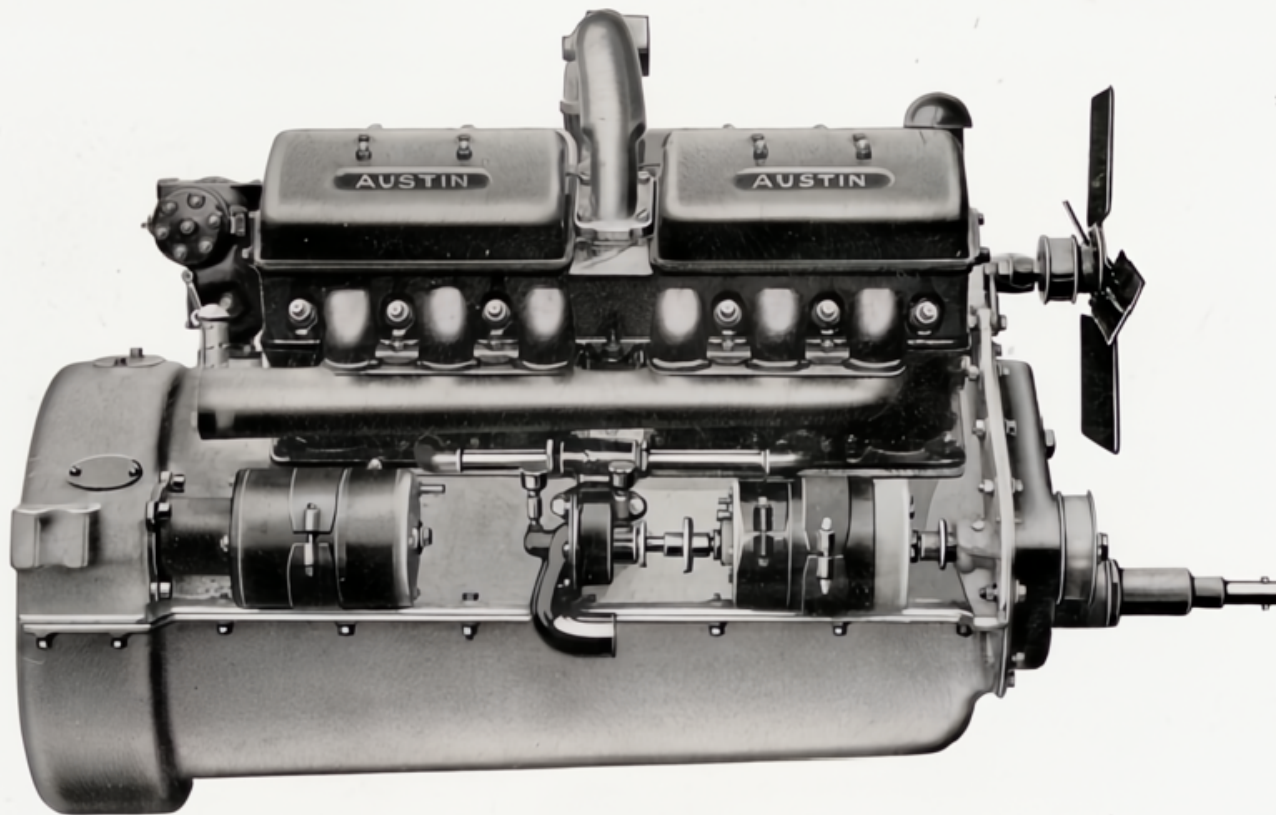


Two-Speed Axle

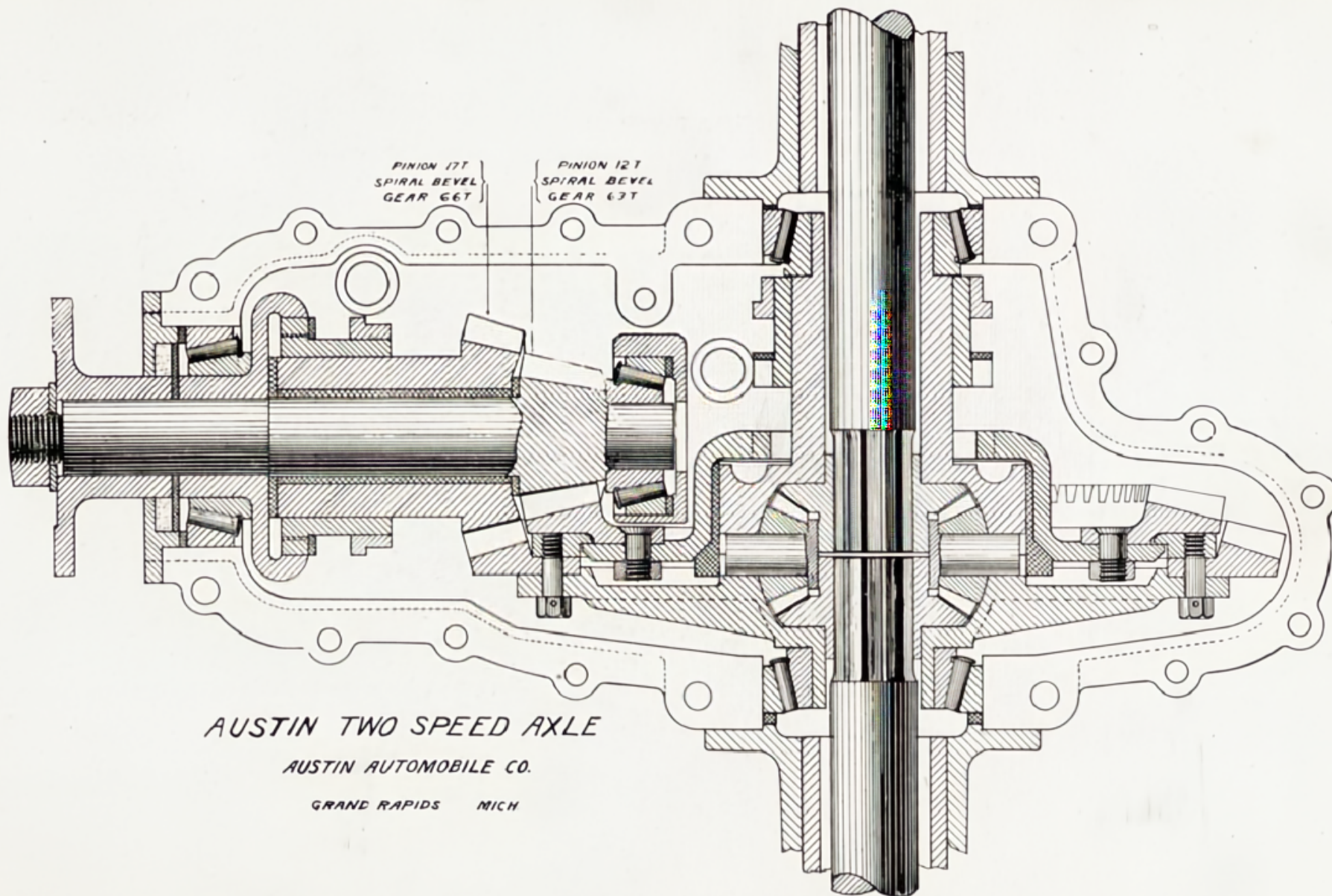
Double Cantilever Springs



Twelve Cylinder Motor—2 $\frac{7}{8}$ -inch bore, 5-inch stroke
(Overhead Valves)



Twelve Cylinder Motor — $2\frac{7}{8}$ -inch bore, 5-inch stroke
(Overhead Valves)



AUSTIN TWO SPEED AXLE

AUSTIN AUTOMOBILE CO.

GRAND RAPIDS MICH



